

FINAL

The Traffic Committee meeting was called to order at 7:30 p.m. in the Lower Level Conference Room at Troy City Hall on February 20, 2002 by Charles Solis.

PRESENT: Eric Grinnell (arrived at 7:33)
Ted Halsey
Jan Hubbell
Richard Kilmer
Charles Solis

ABSENT: John Diefenbaker
Robert Schultz

Also present: Lt. Robert Redmond, Troy Police Department
Lt. Robert Matlick, Troy Fire Department
John Abraham, Traffic Engineer

and Item 4 Daniel Wong, 3400 Eagle
John Fragnoli, 3455 Eagle
Curtis Haggerty, 3452 Colwell

Item 5 Arthur Barsamian, 1215-C Kirts
Charles Hanssen, 1183-C Kirts
Gloria LaDue, 1097-D Kirts
Barbara Plotkin, 958 Kirts
Barbara Rausch, 1227-D Kirts

and Dale Zygnowicz, 6370 Elmoor

2. Minutes – January 16, 2002

Motion by Kilmer
Supported by Halsey

To approve the January 16, 2002 minutes as printed.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

3. Visitors' Time - (Items not on the Agenda)

No one appeared to address any items not on the agenda.

Motion to Excuse

Motion by Halsey

Supported by Hubbell

To excuse Mr. Diefenbaker and Mr. Schultz.

YEAS: 5

NAYS: 0

ABSENT: 2

4. Install NO PARKING Signs on Niagara between John R and the first STOP sign to the east, at Eagle Drive

Mr. Daniel Wong, 3400 Eagle Drive, requests installation NO PARKING signs on both sides of Niagara, between John R and Eagle. He says that Niagara is a heavily traveled street and if there are vehicles parked on one side, it is very hard to maneuver through the area. Following are Mr. Wong's concerns:

1. That particular stretch of street is the main through street to John R Road.
2. Traffic has always been busy at the intersection and is getting busier because of new house construction in the sub.
3. Cars parked on the even side further narrow the road on that stretch of street and tends to obstruct the traffic to and from John R, posing danger to motorists particularly at dark.
4. There are ample street parking spaces on the side streets of Niagara where affected property owners can park their cars.
5. Cars are often backed up on Niagara waiting for the stoplight on John R to turn green, further narrowing the street.
6. In winter, snow further narrows the road and makes it even more dangerous with cars parked on that stretch of street.

Mr. Wong attended the meeting and reiterated the above concerns. He also suggested widening Niagara at John R to construct two lanes for egress—one for left turns and one for right turns.

Curtis Haggerty, who lives at the corner of Colwell and Niagara, says the block in question has 14 homes and 26 cars, therefore, the residents need street parking. It would be very inconvenient to have guests park on other streets. He agrees that

there is a problem with traffic backing up on Niagara at the John R signal in the morning. The green signal is so short that usually only three cars can turn. Although Niagara is a two-lane road, left turners often squeeze to the left to allow right turners to proceed onto John R, thereby restricting room for cars turning onto Niagara from John

R.

John Fragnoli of 3455 Eagle, agrees that restricting parking would be extremely inconvenient. He has elderly guests who would have to walk too far if they were required to park on the next block. He feels that part of the problem is that motorists take the corner too fast, as evidenced by tire tracks on the edge of his yard.

Mr. Halsey suggested that giving the signal more green time for Niagara might alleviate the traffic backup concern. The Traffic Engineer will request that the Road Commission for Oakland County look into the operations of this signal, and he also reminded the Committee that traffic volume on John R is probably 20 times that on Niagara, which would be a factor in designing green time for the signal.

Attached are letters from Savvas Kyriacou, 2036 Niagara, and Joanne Jaworski, 2065 Niagara, both opposed to the proposed parking restrictions.

Motion by Kilmer
Supported by Hubbell

To recommend no changes.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

Mr. Kilmer requested that Dr. Abraham investigate the possibility of changing the signal timing.

5. Restrict Left Turns from Troy Center onto Kirts Boulevard

Bob Schultz of 883 Kirts requested that the Engineering Department look into some reconfiguration of the intersection of Troy Center and Kirts.

Both Troy Center Drive and Kirts are boulevarded street with medians. At the intersection of the two streets, the medians are open, thus allowing direct left turn movements from both streets. Kirts is a secondary thoroughfare in the City with a speed limit of 40 miles per hour, carrying around 11,000 vehicles per day in this section. Troy Center runs off Big Beaver Road and ends in Kirts, and carries around 6,000 vehicles per day (in both directions).

A traffic crash analysis performed for the intersection for the time period between June of 1998 and June of 2001 shows 11 crashes in the three years. Out of the 11 crashes, three were angle crashes (broadside), two were sideswipes, three were single vehicle crashes involving vehicles out of control, and two were rear-end crashes. The attached collision diagram pictorially shows the location of the crashes. The crash rate (taking

traffic volume into consideration) is low when compared to other intersections with similar traffic volumes. The intersection geometry is unique due to the direct left turns permitted at a boulevard intersection.

Results of a turning movement study are also attached herewith. It was observed that at the afternoon peak hour period (4:00 to 5:30 p.m.), there were 203 left turns from Troy Center onto Kirts, 270 left turns from Kirts onto Troy Center, and 181 right turns from Troy Center onto Kirts. It was also observed that left turns from Kirts onto Troy Center pulled out into the intersection far enough that it obstructed left turns from Troy Center onto Kirts. This created a backup on Troy Center with left turn traffic stalled. It was also seen that a number of vehicles changed lanes on Troy Center so that they could make a right turn and make a "U" turn to head east on Kirts. The intersection turning movements present delays to southbound Troy Center headed east on Kirts. It is estimated that around 30% of this traffic opts to make an indirect left turn to head east on Kirts.

One of the suggestions that Mr. Schultz had was to restrict left turns from Troy Center onto Kirts. Thus, in effect, all southbound traffic on Troy Center will have to make a right turn. To make the restriction effective, Mr. Schultz suggests that the median on Kirts on the west side of the intersection be extended by around 30 feet so that left turns from Troy Center are physically restricted. The Engineering Department estimates this work to be roughly around \$20,000 to \$30,000.

One concern with this restriction may be serving large trucks that use the intersection. The indirect left turns would force the trucks to use the crossover on Kirts, west of the intersection, and there could be encroachment of truck/bus wheels over the curb and close to the sidewalk when they make their "U" turns. The median extension should also consider access for emergency vehicles, such that the fire trucks and other emergency vehicles have enough room to make their left turns directly.

Mr. Schultz was unable to attend the meeting, but sent an email (copy attached).

Alice Gomez, 1207C Kirts, called to say she was in favor of closing the median to prevent left turns.

Art Barsamian, of 1215-C Kirts, is not in favor of any changes at Troy Center and Kirts. Restricting left turns would force all traffic to turn right and pass in front of his complex. This would effectively double the amount of traffic in front of his home. In addition, there is a new building being constructed at the corner, which will further increase traffic. He also feels the crash history does not justify prohibiting left turns, and closing the median to redirect traffic would be too expensive. Attached is a letter from Mr. Barsamian.

In addition, the existing turnaround west of Troy Center is much too tight for trucks and emergency vehicles to negotiate the Uturn. Mr. Barsamian added that this would cause backups on Troy Center and at the turnaround.

Barbara Rousch, 1227-D Kirts, observed the traffic at the intersection for 45 minutes. The longest backups she observed were two, of five cars each, and all were able to get through the intersection within one minute. Some motorists making U-turns cause problems when they don't stay within their lane. Repainting the white lines could help

alleviate this.

Charles Hanssen, 1183-C Kirts, has two vehicles that can't negotiate a U-turn at the turnaround and stay within his lane because the turn is too tight. He feels the traffic is no worse at Troy Center and Kirts than it is anywhere else in the city. He suggests that the median is too high and contributes to sight obstruction.

Lt. Matlick had a phone call from a resident who was also concerned about the sight obstruction. Lt. Matlick also said that he is unable to turn a truck in that Kirts turnaround, and forcing motorists to turn there would cause them to drive over the edge of the road.

Barbara Plotkin, 958 Kirts, suggested a traffic signal at the intersection. Others felt that would cause an even worse traffic backup.

Another citizen would like the speed limit lowered from 40 mph to 35 mph.

Motion by Kilmer
Supported by Halsey

To recommend no changes at this time.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

Mr. Kilmer requested that Dr. Abraham look at the height of the median near this intersection and do a sight study, as there may be a sight restriction.

Mr. Halsey requested that Dr. Abraham should study the ongoing construction in the area, to determine future traffic control needs.

6. Restrict Parking on Lanergan for 70 Feet West of Adams

Ann Ortel of 3666 Adams Road requests that parking be restricted on the western end of Lanergan Street. Ms. Ortel described that vehicles park on the south side of Lanergan near Adams every day to take kids to the Harlan School across the street.

As seen in the attached photos, pedestrians crossing Lanergan may not be seen by oncoming westbound traffic from Lanergan. Ms. Ortel indicated that in her observations, kids dart into the street and the parked vehicles pose an obstruction to motorists' sight, who may not see the pedestrians. She indicated that this occurs every morning and evening and is a dangerous situation.

The north side of Lanergan, being the water main side, is marked NO PARKING. The first residential driveway is around 65 feet from the sidewalk. According to Ms. Ortel, the resident across the street supports the parking prohibition.

The kids who walk on Adams have no sidewalks. There is a good circular drive at the school but most parents seem to prefer parking on the street.

Sergeant Redmond said posting NO PARKING signs would not prohibit vehicles from stopping and standing in the area, and believes that enforcement of the standard 15-foot parking restriction at intersections would solve the problem. He will step up enforcement and also contact the schools so they can request that parents not stop there.

No changes were recommended in October when this item was first discussed. It was decided If the increased enforcement and parental education did not improved the situation, the Traffic Committee would reconsider the issue in February.

Sergeant Redmond said that stepped-up enforcement has not improved the situation. Motorists are still "standing" along Lanergan to pick up and discharge their children. The school parking lot is much too small. If parking were prohibited on Lanergan, drivers would just move one block in each direction and stop on Bolingbroke and Townhill. He also reiterated that there is an adult crossing guard at Adams and Lanergan.

Motion by Hubbell
Supported by Grinnell

To recommend no changes.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

7. Other Business

Mr. Kilmer said that there is often a red pickup truck parked on Enterprise at Robinwood, obstructing motorists' view of the new YIELD sign. Sergeant Redmond will check it out.

Discussion followed regarding the previous request for a traffic signal at Rochester Road at Rochester Court. Attached is a memo from Dr. Abraham to the Traffic Committee giving a detailed analysis of possible solutions to the concerns at that intersection.

8. Adjourn

The next meeting is scheduled for March 20, 2002.

Motion by Kilmer
Supported by Halsey

To adjourn the meeting at 8:20 p.m.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED